

THE STRIKE OUTLOOK FOR THE REST OF 1970

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Labor turmoil is spreading, and it's not just the auto industry that is involved. Schools, railroads, construction are other fields hit by unrest.

More strikes and threats of walkouts are being predicted for the balance of 1970 by union and industry officials.

A wave of teachers' strikes began as schools reopened. At mid-September, the United Auto Workers and four rail unions were involved in a crisis.

The UAW was in a wage showdown with the auto industry's Big Three, while half a million workers were threatening a nationwide shutdown of the railroads.

Beyond the immediate crisis, the Nixon Administration faced threats of various other work stoppages that could injure the national economy.

The UAW had amassed a war chest of about 120 million dollars for its auto

showdown, and had pledges of financial support from other unions.

The strike fund was available, too, for possible walkouts later on against farm-implement manufacturers, auto-parts firms, American Motors and Mack Truck.

UAW contracts expire October 1 at International Harvester Company, Caterpillar Tractor Company, and Deere & Company. An agreement with Allis-Chalmers Manufacturing Company runs to November 1. Some 90,000 UAW members are involved in those firms.

At American Motors, the pacts for some 11,000 workers expire October 16. The Mack Truck contract runs out on October 20. Deadlines vary for the scores of parts plants.

A reprieve for Ford. In the auto negotiations, Leonard Woodcock, UAW president, and his executive board told Ford Motor Company it would be exempt from strike action as the union sought its pattern settlement.

The union then turned the heat on

General Motors and Chrysler in the final 10 days of bargaining prior to the September 14 expiration of contracts.

The auto industry's first offer, on September 1, included an immediate pay raise of 7.5 per cent, averaging about 29 cents an hour. The UAW soon came back with a specific demand for about \$1 an hour in the first-year boost.

The average auto worker has been getting about \$4.03 an hour.

Another major hurdle to peace was the union's insistence that it would not accept a ceiling on its cost-of-living allowances such as that included in the expiring contracts.

The companies at first offered wage boosts of 3 per cent in the second and third years of the new agreements. But the employers wanted to continue the limited cost-of-living allowances, giving not more than 8 cents an hour in 1971 and again in 1972.

Pensions of \$500 a month also were sought by UAW for workers retiring af-

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THIS YEAR'S WAGE BOOSTS vs. LAST YEAR'S

Average hourly-wage increases won by unions in first eight months of the year*

	Under 1970 Contracts	Under 1969 Contracts
(cents per hour)		
Manufacturing	22.8¢	19.8¢
Construction	90.2¢	62.2¢
ALL INDUSTRIES	28¢	22.3¢

Pay boosts so far this year are running ahead of 1969. And, once again, workers in the building trades are the big winners in the race for higher wages. Their 1970 contracts provide an average raise of 90 cents an hour in the first year of new contracts—four times as large as pay increases being won in manufacturing—plus additional increases in later years.

*Median raise in first year of new contracts—half of wage increases were higher, half smaller.
Source: Bureau of National Affairs, Inc.